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A
S E T
O F
S I G N A L S
F O R A
F L E E T,
O N
A P L A N E N T I R E L Y N E W,

BY SIR CHARLES HENRY KNOWLES, BART.

LIEUTENANT IN THE ROYAL NAVY.

L O N D O N:

PRINTED FOR J. ROBSON, NEW BOND-STREET,
MDCCLXXVIII.

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THE
OFFICE OF THE
SHERIFF
OF THE COUNTY OF
SHERBURN
ONTARIO
IN RESPONSE TO
A WRIT OF HABEAS CORPUS
ISSUED BY THE
JUDICIAL COMMITTEE OF THE
LEGISLATIVE ASSEMBLY OF
ONTARIO
ON THE 14TH DAY OF
MAY 1968
I HEREBY CERTIFY
THAT THE ABOVE NAMED
PERSON IS NOW
IN THE CUSTODY OF
THE SHERIFF OF THE
COUNTY OF SHERBURN
ON THE 14TH DAY OF
MAY 1968
AT SHERBURN
ONTARIO

S O M E
O B S E R V A T I O N S
O F T H E L A T E
Sir C H A R L E S K N O W L E S, Bart.
O N
L I N E S O F B A T T L E.

1st, **W**HEN fleets or squadrons sail out of port, whether under one or more Admirals, the constant and ordinary method of sailing is in squadrons or divisions, and according to seniority: the first in command leading with his squadron or division; he in the second post on the starboard quarter, at a proper distance; and him in the third post on the larboard quarter, with their respective Captains round them, according to their seniorities, and upon their starboard and larboard quarters, whether upon a wind, or sailing with a large wind, and so on, in case they have their Vice and Rear Admirals, and then their divisions are round them, without the least regard had to the station of each ship prescribed in the line of battle, given out by the commander in chief. This I say, however absurd, has been the constant uniform practice for almost ages.

2d, The advantage of gaining the wind of the enemy, must oftner be given up than succeed; the length of time which is lost in forming into order of battle; the great distance many ships have to sail, to get into their stations, the disorder and confusion it always does and will create by different ships steering different courses, and crossing each other, some crowd-

ing all the sail they can, whilst others are laying too, till the line is formed; all of which may be prevented, by sailing in three columns, the line formed in less than half the time, though double the number of ships and little ground lost, or distance sailed, for every ship to get into her station. As in marching with an army, a good general always so disposes his troops, that he can draw them up with the greatest ease and conveniency, in order of battle, so in sailing with a fleet, it certainly merits the attention of an admiral to have them disposed in such a manner, as with the greatest ease, quickness and advantage, he may form his line, to oppose his enemy. In order to arrive at a clear knowledge of this, let any officer make his ordinary observations once in a day, for eight or ten days together, when he is in a large fleet: suppose only a fleet of 20 or 25 sail of ships, and note how often in that space of time he could suddenly form them into a line of battle, they may be easily plotted down on a paper, as they bear from one another, and their distances nearly guess at. Then by projecting the different traverses each ship is to make, and the distance she is to sail, to get into her station, you will easily judge the time it will take.

3d, An officer ought to be prepared against all contingencies and accidents that can possibly happen either in the time of action, or on changes of wind and weather, and apply proper means for remedying them as instantly as they can happen; this can be done no other way, than by rendering himself master of all the movements that ships or fleets can perform or derive to themselves, in gaining advantages over an enemy, as early in life as he can attain them, otherwise he will find it a laborious task to compleat his knowledge by length of practice.

Of

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Of the Advantages and Disadvantages of the Wind, in a Line of Battle.

1st, By having the wind of an enemy, the weather fleet has it always in their power to chuse at what distance they will engage at, and if it does not over blow to prevent the fleet carrying their lee ports open, and fighting their lower tier, it is certainly a great advantage to them, being to windward, because the fire of the wadds, and the smoke blows to leeward, clear of their ships. But if the gale is so fresh, that the weather fleet cannot fight their lower tier, the enemy will have the superiority, as ships can fight their weather guns longer than they can their lee ones; and as the leeward ships have the advantage of their tops, they will reap the benefit of their small arms from thence, and clear their adversaries decks.

2d, The fleet that is to windward, and forms first, has an advantage over his adversary who is to leeward, and runs up under his lee, which is next to impossible to do, and which it would be rashness to attempt, especially in large fleets, or indeed any number above 10 or 12 sail, unless the leeward fleet has a great superiority in numbers, and a commander will strive hard to out-navigate his opponent for the wind, before he will be constrained to accept such an alternative.

3d, That fleet which is to leeward, and forms first, before his adversary can get within engaging distance, and lays to receive him, has also a manifest advantage, if the numbers on both sides are nearly equal, for he will certainly form in a compact line; and if the other has any distance to bear down, before he can get within proper distance for fighting, it is great odds if many ships of the weather fleet are not disabled before they can
get

get into action, as they can bring but few besides their chace guns to play upon the leeward fleet; whereas they have their whole broad sides to play upon each ship as they pass, even supposing the weathermost ships to lask away as much as they can.

4th, The best method in my judgment, in this last case is, for the weathermost fleet to run in a body near the length of the enemy's rear, and then the headmost ship to take up the sternmost of the enemy; the second, the second, and so on, each ship passing to windward of his friend, till he gets into his station opposite to his antagonist, and so on throughout the line, with all possible dispatch, till the whole are entered on action. By this means, every ship will cover the one passing her, who can receive but little damage from the enemy. An objection may be proposed to this method—That the leeward fleet will crowd on with their headmost ships, and endeavour to double upon you, in order to get you between two fires. The distance they must stretch ahead, and the time it would take to do that in, to weather the other fleet when he tacks, would most certainly expose the rear ships to destruction, even without the other ships to windward, standing on to prevent the enemy doubling. And if three or four ships of an enemy's fleet fall first into his adversaries hands, before a general engagement is brought on, he must have a great majority in strength and numbers, or he will never be so daring, as to return to the charge. The advantages of attacking an enemy in the foregoing manner is easily conceived, and may be proved by the van of an army in full march falling upon the rear of another, if the center and van do not halt and sustain the combat, the rear must soon be routed and destroyed.

These signals are in the N. B. in the particular signal book, and frequently constitute a part of the general signals.

PLACE WHERE.	SIGNIFICATION.
Foretopmast head.	 Distance between the intervals of the lines,
Mizentopmast head.	
Foretopmast head.	 Distance of ships from each other.
Mizentopmast head.	
Mizen peak.	
Ensign staff.	
Foretopmast head.	 Half a mile.
Mizentopmast head.	
Mizen peak.	
Ensign staff.	
Foretopmast head.	 One cable.
Mizentopmast head.	
Mizen peak.	
Ensign staff.	
Foretopmast head.	 One third of a cable.
Mizentopmast head.	
Mizen peak.	
Ensign staff.	

Distance between the intervals of the lines,

Distance of divisions from each other.

Distance of ships from each other.

Two miles.

To chase to North.

To chase to South.

Half a mile.

One mile.

To chase to N. E.

To chase to S. W.

One cable.

Two cables.

To chase to East.

To chase to West.

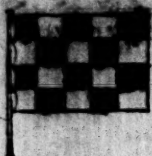
One third of a cable.

One half of a cable.

To chase to the S. E.

To chase to the N. W.

THE CLASS SIGNAL FLAGS TO THE GENERAL SIGNALS.



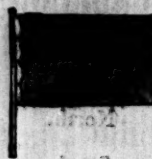
The general preparative signal hoisted where best seen.



1st Class.



6th Class.



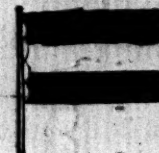
2d Class.



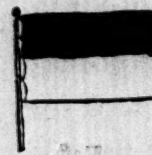
7th Class.



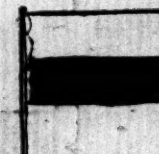
3d Class.



8th Class.



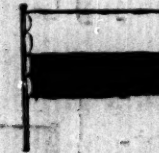
4th Class.



9th Class.



5th Class.

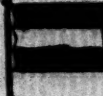
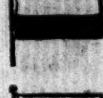


10th Class.

If any of these signals should be made at the Jack Staff, Mizzen Peak, or Ensigns Staff, look out for the class annexed to the signal.

THE GENERAL SIGNAL FLAGS AND PENDENTS.

Over each flag. Over each flag. Over each flag. Over each flag

	1	—	11	—	21	—	31	—	41
	2	—	12	—	22	—	32	—	42
	3	—	13	—	23	—	33	—	43
	4	—	14	—	24	—	34	—	44
	5	—	15	—	25	—	35	—	45
	6	—	16	—	26	—	36	—	46
	7	—	17	—	27	—	37	—	47
	8	—	18	—	28	—	38	—	48
	9	—	19	—	29	—	39	—	49
	10	—	20	—	30	—	40	—	50

If any of these signals should be made at either of the mast heads, look out for the number annexed to it, in the class mentioned by signal, and it will inform the meaning of the signal.

THE GENERAL SIGNAL FLAG AND HANDS

Over the past few years, the company has been able to expand its market share significantly.

1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9
10	10	10	10	10	10	10

It may be that the results of the investigation will be of some value to the public, but it is not likely that they will be of much use to the Government.

THE GENERAL SIGNAL BOOK.

1st, **W**HEN the fleet sails either in lines ahead or abreast, or in parallel lines ahead or abreast, its position will not be altered by sailing in an oblique direction, provided the line of bearing is preserved.—The line of bearing is that point of the compass, on which the fleet bears when steering the same course.—The line of bearing is to be carefully preserved through every change of course made by the fleet together.

2d, The general order of sailing should be always in three parallel lines ahead. To preserve this order on a wind, the signal must be made for the van, center and rear to tack or veer together; but the ships of each division in succession (signals 6th class, signals 5 or 6) which will draw them up on both tacks in that order.—The van is always to be to leeward, the center to windward of it, and the rear to windward of the center. It is of no importance, whether the headmost or sternmost ship of any division, leads that division.—The ships should be distant from each other, two cables length; and there should be the same distance between the intervals of the lines, as the distance of the two farthest ships of any division from each other.

3d, Should it be necessary for the whole fleet to form the line ahead upon a wind; when they are in the order of sailing upon

upon a wind, the signal must be made for the ships of the center *together, or in succession*, to get into the wake of the van (5th class, signals 39 or 40) and the signal for the ships of the rear *together, or in succession*, to get into the wake of the center (class 5th, signals 45 or 46) which will form them in a line; then the signal must be made for the line ahead, with the particular signal for the distance you would have the ships from each other (mentioned in the N. B. in the particular signal book) then the ships are to close to that distance, which will form the desired line.—To perform the above evolution, the van is to go under an easy sail, and the center and rear to crowd all the sail they can, to execute their signals.

4th, If it is necessary to form the line abreast before the wind, when the fleet are in a line ahead, upon a wind, the signal must be made for the whole fleet to go with the wind on the beam; but the ships in succession (5th class, signals 1 or 9) which will range the fleet in a line ahead, with the wind on the beam, and then the signal for the whole fleet to go before the wind together: (4th class, signal 19) or the signal to alter course together, two points at a time, until they are before it: which will draw them up in the desired line.

5th, If it is necessary when the fleet is in a line ahead, with the wind on the beam, to form them in three parallel lines a head before the wind, the signal must be made for the van, center and rear to go before the wind together, but the ships of each division in succession (4th class, signal 27) which will form them in that order.

6th, If it is required to form the fleet in three parallel lines abreast before the wind, when they are drawn up in three parallel lines a head before the wind, the signal must be made for the

the

the van, center and rear to go with the wind on the beam, together, but the ships of each division in succession (4th class, signal 50, or 5th class, signal 13) which will draw them up in a line ahead with the wind on the beam, then the signal for the whole fleet to go before the wind, but the ships in succession (4th class, signal 23) which will range them in a line ahead before the wind; then the signal for the van, center and rear to go with the wind on the beam together, but the ships of each division in succession (4th class, signal 50, or 5th class, signal 13) which draw them up in three parallel lines ahead, with the wind on the beam; and then the signal for the whole fleet to go before the wind together (4th class, signal 19) or the signal to alter course together, two points at a time, until they are before it, which will draw them up in the desired order.

7th, In going through evolutions, and then forming in a line ahead, if the divisions should be separated, the signal must be made for the whole fleet to close the line (4th class, signal 6.)

8th, When the fleet is in a line ahead upon a wind, and the ships tack in succession, they are to close to their proper distance, as soon as they are about; and those that put about first, are to go under an easy sail, to admit of each ship regaining her station.

9th, No vacancies in the line are to be filled up by the fleet's closing, unless ordered by signal.

10th, All signals will be hauled down, as soon as the fleet or divisions begin to execute them.

11th, The distance between ships, the distance between divisions, and the distance between the intervals of the lines, are to

to be carefully preserved through every change of course, unless altered by signal.

12th, The general preparative signal will always be hoisted first, but not immediately hauled down, then the signal is to be hoisted which is not to be obeyed, until the preparative signal is hauled down: sufficient time will be allowed for finding out the meaning of the signal before that happens. The preparative signal is not to be hoisted, if the general signal is accompanied with a particular ship's pendent. The preparative signal is not to be hoisted at the same place with the general signal.

13th, The particular signals in the particular signal book that frequently constitute a part of the general signals, are mentioned in the N. B.

14th, The general signal flags and pendants may be hoisted at either of the mast heads, and the signal flags expressive of the classes at the ensign staff, mizen, peak or jack staff. But if more than one signal should be made at the same time, and of different classes, the class signal of the signal hoisted at the fore topmast head, must be hoisted at the jack staff; the class signal of the signal hoisted at the main topmast head, must be hoisted at the mizen peak; the class signal of the signal hoisted at the mizen topmast head, must be hoisted at the ensign staff. In case two of the masts are shot away, the class signal must be hoisted under the general signal, at the remaining mast.

N. B. The signals may be made private, by transposing the numbers of the class signal flags, or the numbers of the classes.

The signal flags must have no tacks, but two oylet holes.

15th, The general signals are divided into eleven classes, with fifty signals in each class.

16th, When any general signal for the whole fleet is made,
if

if it is accompanied with a particular ship's signal, it only respects that ship and not the whole fleet.

17th, Should it be necessary to make a private ship's signal, the general signal for the whole must be made, (and not the signal for van, center or rear) accompanied with such ship's signal, except the general signal to chase, as there is a particular signal for that purpose for private ships.

18th, When the general signal for the whole fleet, van, center or rear, &c. &c. is made to chase, the particular chasing signal, expressive of the quarter of the compass, will be hoisted at the same time, to shew what quarter they are to chase on.

19th, When the signal is made for the different divisions of the fleet to change stations, the ships of those divisions are to make or shorten sail together, in order to execute as soon as possible, the intended change in the disposition of the divisions; and if the divisions should not be in the same line with one another after such change, those to windward are to edge down till they are in a line with those to leeward, and the commanders of the divisions, as soon as the signal is made to change stations, are to make the subsequent signals for that purpose.

20th, The fleet should be divided, as nearly as possible, into three equal parts, The van to carry white vanes; the center, red, and the rear, blue, at their mast heads.

21st, If the signal should be made to heave in or veer away cable, the quantity will be expressed by the particular signal for that purpose.—The distance of ships from each other, the distance of divisions from each other, and the distance of the intervals of the lines, will be determined by the particular signals for those purposes.

N. B. It may be observed, that there are many repetitions in these signals, relating to the van, center and rear; the intention of these repetitions are, that in case the commander in chief should be exercising the fleet, and making the different divisions change stations, an enemy might appear and render it impossible for the divisions to regain their respective stations; if no signals were provided for such an exigency, the commander in chief would be at a loss for proper signals to make.

22d, No ship is to break the line, on any account, unless ordered by signal.

23d, Altering course to starboard, is a gun for each point altered on the starboard side. To port, is a gun for each point altered on the larboard side, accompanied with the general signal for altering course.

24th, The general signal flags, and class signal flags, and the particular signals mentioned in the N. B. should be copied and pasted on a board.

25th, There is a private signal class for action, the class signal flags are not to be hoisted for that class, but only the general signal flags and pendants.

PRIVATE SIGNAL CLASS FOR ACTION.

- 1 The van to double on the enemies van.
- 2 Ditto his rear.
- 3 The center to double on the enemies van.
- 4 Ditto his rear.
- 5 The rear to double on the enemies van.
- 6 Ditto his rear.
- 7 The headmost ships of the line not engaged, to double on the enemies van.
- 8 The sternmost ships of the line not engaged, to double on the enemies rear.
- 9 All ships not engaged to attack the enemies frigates, &c.
- 10 The whole fleet to break through the enemies line in succession.
- 11 Van ditto.
- 12 Center ditto.
- 13 Rear ditto.
- 14 The headmost of the line to engage the sternmost of the enemy; and the whole fleet to engage as they come up.
- 15 The headmost of the line to engage the headmost of the enemy; and the whole fleet to engage as they come up.
- 16 The whole fleet to engage.
- 17 Van ditto.
- 18 Center ditto.
- 19 Rear ditto.
- 20 The whole fleet to come to a closer engagement.
- 21 Van ditto.
- 22 Center ditto.
- 23 Rear ditto.
- 24 The whole fleet to engage as they can most conveniently.
- 25 Van ditto.
- 26 Center ditto.
- 27 Rear ditto.
- 28 The whole fleet to engage the enemies van.
- 29 Ditto his center.
- 30 Ditto his rear.
- 31 The van to engage the enemies van.
- 32 Ditto his center.
- 33 Ditto his rear.
- 34 The center to engage the enemies.
- 35 Van.
- 36 Ditto his center.
- 37 Ditto his rear.
- 38 The rear to engage the enemies van.
- 39 Ditto his center.
- 40 Ditto his rear.
- 41 The van in distress.
- 42 The center in distress.
- 43 The rear in distress.
- 44 The whole fleet to discontinue the action, and make sail.
- 45 Van ditto.
- 46 Center ditto.
- 47 Rear ditto.
- 48 Fire ships to prime.
- 49 A ship to cover the fire ship, accompanied with such ship's signal.
- 50 A fire ship to bear down or work up, and board, accompanied with such fire ship's signal.

C

CLASS

CLASS FIRST FOR ACTION.

- 1 Frigates to tow disabled ships out of the line, accompanied with such frigate signal.
- 2 Frigates to attack the enemies convoy.
- 3 Frigates that are nearest, to take possession of the enemies ships that have surrendered.
- 4 To prepare for action.
- 5 Marines to prepare to land.
- 6 Marines to land.
- 7 The headmost ship in the line to discontinue the action, and go to the assistance of the center of the fleet—Ditto of the rear of the fleet.
- 8 The two headmost ships in the line, to discontinue the action, and go to the assistance of the center of the fleet.
- 9 Ditto of the rear of the fleet.
- 10 The three headmost ships in the line to discontinue the action, and to go to the assistance of the center of the fleet.
- 11 Ditto of the rear of the fleet.
- 12 The sternmost ship in the line to discontinue the action, and go to the assistance of the center of the fleet.
- 13 Ditto of the rear of the fleet.
- 14 The two sternmost ships in the line to discontinue the action, and go to the assistance of the center of the fleet.
- 15 The three sternmost ships in the line to discontinue the action, and go to the assistance of the rear of the fleet.
- 16 The headmost ship of each division to discontinue the action, and go to the assistance of the van of the fleet.
- 17 Ditto of the center of the fleet.
- 18 Ditto of the rear of the fleet.
- 19 One of the corps de reserve to take the station of a disabled ship in the line, or where there may be a vacancy, to fill it up, accompanied with her signal.
- 20 Corps de reserve, to go to the assistance of the van.
- 21 Ditto of the center.
- 22 Ditto of the rear.
- 23 Corps de reserve to chace.
- 24 Ditto to leave off chacing, and return to the fleet—Corps de reserve to take their stations in the line.
- 25 Corps de reserve to quit the line, and return to their proper stations.
- 26 The whole fleet to chace.
- 27 Van ditto.
- 28 Center ditto.
- 29 Rear ditto.
- 30 The whole fleet to leave off chacing.
- 31 Van ditto.
- 32 Center ditto.
- 33 Rear ditto.
- 34 Frigates of the fleet to chace.
- 35 Van ditto.
- 36 Center ditto.
- 37 Rear

- 37 Rear ditto.
- 38 Frigates of the fleet to leave off chasing, and return to the fleet.
- 39 Ships appointed to guard the convoy, to take their stations in the line.
- 40 Ditto to quit the line, and return to the convoy.
- 41 To bring all strange ships into the fleet.
- 42 To bring the chase under the commander in chief's stern.
- 43 For all cruisers.
- 44 Corps de reserve, frigates, &c. to keep on the starboard side of the fleet.
- 45 Ditto on the larboard side of the fleet.
- 46 Ditto a head of the fleet.
- 47 Ditto a stern of the fleet.
- 48 Frigates of the fleet to look out ahead of the fleet.
- 49 Ditto on the starboard side of the fleet.
- 50 Ditto on the larboard side of the fleet.

S E C O N D C L A S S .

- 1 The van to keep on the starboard side of the center.
- 2 Ditto on the larboard.
- 3 The rear to keep on the starboard side of the center.
- 4 Ditto on the larboard.
- 5 The whole fleet to strike yards and topmasts.
- 6 Van ditto.
- 7 Center ditto.
- 8 Rear ditto.
- 9 The whole fleet to shift for themselves.
- 10 Van ditto.
- 11 Center ditto.
- 12 Rear ditto.
- 13 The whole fleet to strike top gallant masts, and lower yards.
- 14 Van ditto.
- 15 Center ditto.
- 16 Rear ditto.
- 17 The whole fleet to get up yards and topmasts.
- 8 Van ditto.
- 19 Center ditto.
- 20 Rear ditto.
- 21 The whole fleet to get up top gallant masts and lower yards.
- 22 Van ditto.
- 23 Center ditto.
- 24 Rear ditto.
- 25 The whole fleet to form in a line ahead.
- 26 The whole fleet to form in a line abreast.
- 27 The whole fleet to form in three lines ahead, the divisions parallel to each other.
- 28 The whole fleet to form in three lines abreast, the divisions parallel to each other.
- 29 The whole fleet to draw up in two parallel lines abreast; the commanding ships of divisions in the center of the interval of their divisions.
- 30 The whole fleet to draw up in two parallel lines ahead the commanding

manding ships of divisions, in the center of the interval of their divisions.

N. B. In the above lines, 29 and 30, the ships ahead, or on the larboard side of the commanders of divisions, are to be on the larboard side of them; and those astern, or on the starboard side of them, are to be on the starboard side of them, when the line is formed.

- 31 The whole fleet to anchor with a stern anchor.
- 32 Van ditto.
- 33 Center ditto.
- 34 Rear ditto.

35 The whole fleet to anchor with springs on their cables.

- 36 Van ditto.
- 37 Center ditto.
- 38 Rear ditto.
- 39 The whole fleet to anchor.
- 40 Van ditto.
- 41 Center ditto.
- 42 Rear ditto.
- 43 The whole fleet to veer away cable.
- 44 Van ditto.
- 45 Center ditto.
- 46 Rear ditto.
- 47 The whole fleet to moor.
- 48 Van ditto.
- 49 Center ditto.
- 50 Rear ditto.

T H I R D C L A S S.

- 1 The whole fleet to unmoor, and heave in.
- 2 Van ditto.
- 3 Center ditto.
- 4 Rear ditto.
- 5 The whole fleet to weigh.
- 6 Van ditto.
- 7 Center ditto.
- 8 Rear ditto.
- 9 The whole fleet to make sail.
- 10 Van ditto.
- 11 Center ditto.
- 12 Rear ditto.
- 13 The whole fleet to shorten sail.
- 14 Van ditto.
- 15 Center ditto.
- 16 Rear ditto.
- 17 The ships a head of the commander in chief, to make sail.
- 18 Ditto to shorten sail.

- 19 The ships astern of the commander in chief, to make sail.
- 20 Ditto to shorten sail.
- 21 The whole fleet to lay too, with their main topfails to the mast.
- 22 Van ditto.
- 23 Center ditto.
- 24 Rear ditto.
- 25 The ships ahead of the commander in chief, to lay too, with their main topfails to the mast.
- 26 The ships astern of the commander in chief, to lay too, with their main topfails to the mast.
- 27 The whole fleet to fill and stand on.
- 28 Van ditto.
- 29 Center ditto.
- 30 Rear ditto.
- 31 The ships ahead of the commander

- mander in chief, to fill and stand on.
- 32 The ships astern of the commander in chief, to fill and stand on.
 - 33 The van to take the center, by the ships of the van division, tacking together.
 - 34 Ditto by edging away, and laying too together.
 - 35 Ditto by yawing out of the line, and shortening sail together.
 - 36 The center to take its proper station by the ships of that division, tacking together.
 - 37 Ditto by edging away, and laying too together.
 - 38 Ditto by yawing out of the line, and shortening sail together.
 - 39 The center to take the rear by the ships of the center division, tacking together.
 - 40 Ditto by edging away, and laying too together.
 - 41 Ditto by yawing out of the line, and shortening sail together.
 - 42 The rear to take its station by the ships of that division, tacking together.
 - 43 Ditto by edging away, and laying too together.
 - 44 Ditto by yawing out of the line, and shortening sail together.
 - 45 The van to take the rear, by the ships of the van division, tacking together.
 - 46 Ditto by edging away, and laying too together.
 - 47 Ditto by yawing out of the line, and shortening sail together.
 - 48 The rear to take the van by the ships of that division edging away, and making sail together.
 - 49 Ditto by yawing out of the line, and making sail together.
 - 50 The van to take its proper station by the ships of that division, edging away, and making sail together.

F O U R T H C L A S S .

- 1 Ditto by yawing out of the line, and making sail together.
- 2 The whole fleet to break the line.
- 3 Van ditto.
- 4 Center ditto.
- 5 Rear ditto.
- 6 The whole fleet to close the line.
- 7 Van ditto.
- 8 Center ditto.
- 9 Rear ditto.
- 10 The whole fleet to alter course, but the ships in succession.
- 11 Van ditto.
- 12 Center ditto.
- 13 Rear ditto.
- 14 The whole fleet to alter course together.
- 15 Van ditto.
- 16 Center ditto.
- 17 Rear ditto.

18 The

- 18 The van, center and rear to alter course together; but the ships of each division in succession.
- 19 The whole fleet to go before the wind together.
- 20 Van ditto.
- 21 Center ditto.
- 22 Rear ditto.
- 23 The whole fleet to go before the wind, but the ships in succession.
- 24 Van ditto.
- 25 Center ditto.
- 26 Rear ditto.
- 27 The van, center and rear to go before the wind together; but the ships of each division in succession.
- 28 The whole fleet to go with the wind on the starboard quarter, together.
- 29 Van ditto.
- 30 Center ditto.
- 31 Rear ditto.
- 32 The whole fleet to go with the wind on the starboard quarter, but the ships in succession.
- 33 Van ditto.
- 34 Center ditto.
- 35 Rear ditto.
- 36 The van, center and rear to go with the wind on the starboard quarter, together; but the ships of each division in succession.
- 37 The whole fleet to go with the wind on the larboard quarter, together.
- 38 Van ditto.
- 39 Center ditto.
- 40 Rear ditto.
- 41 The whole fleet to go with the wind on the larboard quarter, but the ships in succession.
- 42 Van ditto.
- 43 Center ditto.
- 44 Rear ditto.
- 45 The van, center and rear to go with the wind on the larboard quarter, together; but the ships of each division in succession.
- 46 The whole fleet to go with the wind on the starboard beam, together.
- 47 Van ditto.
- 48 Center ditto.
- 49 Rear ditto.
- 50 The van, center and rear to go with the wind on the starboard beam, together; but the ships of each division in succession.

F I F T H C L A S S.

- 1 The whole fleet to go with the wind on the starboard beam, but the ships in succession.
- 2 Van ditto.
- 3 Center ditto.
- 4 Rear ditto.
- 5 The whole fleet to go with the wind on the larboard beam, together.
- 6 Van ditto.
- 7 Center

- 7 Center ditto.
- 8 Rear ditto.
- 9 The whole fleet to go with the wind on the larboard beam, but the ships in succession.
- 10 Van ditto.
- 11 Center ditto.
- 12 Rear ditto.
- 13 The van, center, and rear, to go with the wind, on the larboard beam together, but the ships of each division in succession.
- 14 The whole fleet to haul the wind on the starboard tack together.
- 15 Van ditto.
- 16 Center ditto.
- 17 Rear ditto.
- 18 The whole fleet to haul the wind on the starboard tack, but the ships in succession.
- 19 Van ditto.
- 20 Center ditto.
- 21 Rear ditto.
- 22 The van, center, and rear, to haul the wind on the starboard tack together, but the ships of each division in succession.
- 23 The whole fleet to haul the wind on the larboard tack together.
- 24 Van ditto.
- 25 Center ditto.
- 26 Rear ditto.
- 27 The whole fleet to haul the wind on the larboard tack, but the ships in succession.
- 28 Van ditto.
- 29 Center ditto.
- 30 Rear ditto.
- 31 The van, center and rear to haul the wind on the larboard tack together, but the ships of each division in succession.
- 32 The whole fleet to spread.
- 33 Van to spread on the starboard side of the fleet.
- 34 Ditto on the larboard side.
- 35 Center to spread on the starboard side of the fleet.
- 36 Ditto on the larboard side.
- 37 Rear to spread on the starboard side of the fleet.
- 38 Ditto on the larboard side.
- 39 The ships of the center together to get into the wake of the van.
- 40 Ditto in succession.
- 41 The ships of the center together to get into the wake of the rear.
- 42 Ditto in succession.
- 43 The ships of the rear together to get into the wake of the van.
- 44 Ditto in succession.
- 45 The ships of the rear together to get into the wake of the center.
- 46 Ditto in succession.
- 47 The ships of the van together to get into the wake of the center.
- 48 Ditto in succession.
- 49 The ships of the van together to get into the wake of the rear.
- 50 Ditto in succession.

S I X T H C L A S S .

- 1 The whole fleet to tack together.
- 2 Ditto to veer and fail on the other tack.
- 3 The whole fleet to tack, but the ships in succession.
- 4 Ditto to veer and fail on the other tack.
- 5 The van, center, and rear to tack together, but the ships of each division in succession.
- 6 Ditto to veer and fail on the other tack.
- 7 The ships of the van to tack together.
- 8 Ditto to veer and fail on the other tack.
- 9 The ships of the center to tack together.
- 10 Ditto to veer and fail on the other tack.
- 11 The ships of the rear to tack together.
- 12 Ditto to veer and fail on the other tack.
- 13 The ships of the van to tack in succession.
- 14 Ditto to veer and fail on the other tack.
- 15 The ships of the center to tack in succession.
- 16 Ditto to veer and fail on the other tack.
- 17 The ships of the rear to tack in succession.
- 18 Ditto to veer and fail on the other tack.
- 19 Headmost and weathermost ship to tack first.
- 20 Ditto to veer and fail on the other tack.
- 21 Sternmost and leewardmost ship to tack first.
- 22 Ditto to veer and fail on the other tack.
- 23 All flat boats manned and armed to repair on board the Commander in Chief.
- 24 A flat boat manned and armed from every ship in the fleet, to repair on board the commander in chief.
- 25 Van ditto.
- 26 Center ditto.
- 27 Rear ditto.
- 28 Boats to take two days provisions.
- 29 Ditto a week's provisions.
- 30 Ditto a fortnight's provisions.
- 31 All rowing boats of the fleet manned and armed, to repair on board the commander in chief.
- 32 A rowing boat manned and armed, from every ship in the fleet, to repair on board the commander in chief.
- 33 Van ditto.
- 34 Center ditto.
- 35 Rear ditto.
- 36 All rowing boats manned and armed to chace and attack

37 Ditto

- | | |
|---|---|
| 37 Ditto to return. (This signal to be given to the boats) | board a ship in distress, or that requires assistance. |
| 38 All armed cutters to come within hail of the commander in chief. | 46 Van ditto. |
| 39 Court martial. | 47 Center ditto. |
| 40 Punishment. | 48 Rear ditto. |
| 41 Council of war. | 49 All boats of the fleet, with anchors, cables, or hawsers, to go to the assistance of a ship that is aground. |
| 42 To exercise great guns. | 50 Van ditto. |
| 43 To exercise small arms. | |
| 44 To fire at a cask. | |
| 45 All boats of the fleet to repair on | |

S E V E N T H C L A S S.

- | | |
|--|--|
| 1 Center ditto. | 20 Physicians of the hospital to repair on board the commander in chief. |
| 2 Rear ditto. | 21 Agents of transports to bear down under the commander in chief's stern. |
| 3 The whole fleet to cut or slip. | 22 All commanders in chief of divisions. |
| 4 Van ditto. | 23 All flag officers of the fleet. |
| 5 Center ditto. | 24 Van ditto. |
| 6 Rear ditto. | 25 Center ditto. |
| 7 Frigates of the fleet to cut or slip, and to chase. | 26 Rear ditto. |
| 8 Van ditto. | 27 All captains of the fleet. |
| 9 Center ditto. | 28 Van ditto. |
| 10 Rear ditto. | 29 Center ditto. |
| 11 All general officers to repair on board the commander in chief. | 30 Rear ditto. |
| 12 All colonels or commanding officers of regiments ditto. | 31 All lieutenants of the fleet. |
| 13 All adjutants of regiments ditto. | 32 Van ditto. |
| 14 All aides de camp ditto. | 33 Center ditto. |
| 15 All officers to repair on board their ships; and none permitted to go on shore without leave of the commander in chief. | 34 Rear ditto. |
| 16 Weekly accounts of the whole fleet. | 35 All masters of the fleet. |
| 17 Van ditto. | 36 Van ditto. |
| 18 Center ditto. | 37 Center ditto. |
| 19 Rear ditto. | 38 Rear ditto. |
| | 39 All petty officers of the fleet. |
| | 40 Van ditto. |

E

41 Center

- 41 Center ditto.
- 42 Rear ditto.
- 43 All pilots of the fleet.
- 44 Van ditto.
- 45 Center ditto.

- 46 Rear ditto.
- 47 All surgeons of the fleet.
- 48 Van ditto.
- 49 Center ditto.
- 50 Rear ditto.

E I G H T C L A S S.

- 1 All purfers of the fleet.
- 2 Van ditto.
- 3 Center ditto.
- 4 Rear ditto.
- 5 All boatswains of the fleet.
- 6 Van ditto.
- 7 Center ditto.
- 8 Rear ditto.
- 9 All gunners of the fleet.
- 10 Van ditto.
- 11 Center ditto.
- 12 Rear ditto.
- 13 All carpenters of the fleet.
- 14 Van ditto.
- 15 Center ditto.
- 16 Rear ditto.
- 17 Every carpenter of the fleet with his caulking irons, to repair on board a ship that has the particular signal up to want caulking.
- 18 Van ditto.
- 19 Center ditto.
- 20 Rear ditto.
- 21 Every carpenter in the fleet with his tools, to go on board a ship that has the particular signal up to want repairing.
- 22 Van ditto.
- 23 Center ditto.
- 24 Rear ditto.

- 25 All agents of transports.
- 26 The whole fleet to man ship.
- 27 Van ditto.
- 28 Center ditto.
- 29 Rear ditto.
- 30 The whole fleet to hoist in their long boats.
- 31 Ditto to hoist them out.
- 32 All prizes to bear down under the commander in chief's stern; and if a particular prize, accompanied with the ship's signal, whose prize she is.
- 33 Every ship in the fleet to get their forges fixed.
- 34 The whole fleet to prepare to water.
- 35 The whole fleet to send their long boats for water.
- 36 The whole fleet to raft their casks, and send for water.
- 37 The whole fleet to select gangs for wooding.
- 38 The whole fleet to send on shore their wooders.
- 39 The whole fleet to get sails for tents, for the sick, and send them to be pitched on the shore.
- 40 The whole fleet to send on shore their sick.

THE
P A R T I C U L A R
S I G N A L B O O K,
B Y D A Y.

1st, **N**ONE of the particular signals constitute a part of the general signals, but those mentioned in the *Nota Bene*.

2d, All these signals made to private ships, will be accompanied with such ships signals.

3d, All private ships signals will be answered by the same signal they make, except a negative to a request that may have been made.

4th, Assenting to a request is to be understood so, when the signal for the request is answered by the same signal.

5th, When the signal for seeing a sail on land is made, the chasing flag expressive of the quarter of the compass, is to be hoisted at the same time.

6th, If any private ship in the fleet makes a signal, it is to be repeated by every ship, until taken notice of by the commander in chief.

7th, If the commander in chief would have any ship haul out of the line, he will make such ships signal, and fire a gun.

8th, If

8th, If a ship is out of her station in the line, the commander in chief will make it known to her, by throwing out his signal.

9th, In order to prevent a signal for an officer of a particular ship, flying longer than is necessary. When any signal for an officer of a particular ship is made, it is to be answered immediately, by hauling down the ensign, (if it should be hoisted at the time of the signals being made) and kept hauled down till the signal is hauled in; but if not hoisted when the signal is made, to be hoisted and kept flying till the signal is hauled in.

10th, Every private ship should be furnished with these signal flags and pendants.

11th, These signals may be made private, by transposing the flags and pendants.

{ 12 }

PLACE WHERE

At either of the main leads

Mission dock

At either of the main leads

Mission dock

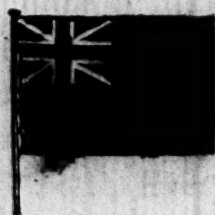
Mission dock

Mission dock

F

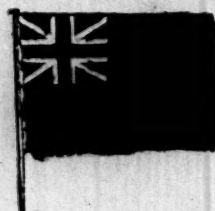
(22)

PLACE WHERE. — —

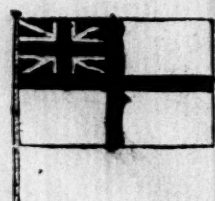


At either of the mast heads. — —

Mizen deck. — —



At either of the mast heads. — —



Main topmast head. — —

Mizen topmast head. — —

Mizen peak. — —

SIGNIFICATION.

For being disabled, and unable to continue the action any longer.

If the ship in chase finds she can come up with the chase.

That the enemy's ships you have been engaged with, has surrendered.

For ships in chase to alter their course to starboard, if with a red pendent over it to port, and a gun for each point altered.

If the strange ships are ships of war with a convoy.

If the chase is an enemy.

PLACE WHERE.

Mizen peak. ————— ————— —————

Ensign staff. ————— ————— —————

Maintopmast head. ————— —————

Foretopmast head. ————— —————

Mizentopmast head. ————— ————— —————

At the maintopmast head, with a red pendent over it. —

At the maintopmast head, with a white pendent over it. —


Ensigns.

SIGNIFICATION.

To chase to the - S. E.]

N. B. These signals frequently
constitute a part of the general
signals.

To Chase to the - N. W.]

For a ship in chase to make more fail. ———

One third of a cable.

N. B. These signals frequently
constitute a part of the general
signals.

One half of a cable.

On seeing an enemy's fleet. ———

For ships to stay by the prizes. ———

PLACE WHERE.

Mizen peak. —————

Ensign staff. —————

Maintopmast head. —————

Foretopmast head. —————

Mizintopmast head. —————

At either of the mast heads, with a red pendent over it. —

— At the maintopmast head, with a white pendent over it. —

— At the foretopmast head, do. —

Ensigns.

SIGNIFICATION.

To chace to - East.

N. B. These signals frequently
constitute a part of the general
signals.

To chace to - West.

If the strange ships are frigates, when answered by the commander in chief, to be lowered and hoisted as often as there are vessels of that kind.

One cable. -

N. B. These signals frequently
constitute a part of the general
signals.

Two cables. -

That the ship you have been engaged with has quitted the line.

To speak the chace.

To let the chace go.

PLACE WHERE.

Mizen Peek.

Ensign staff

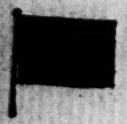
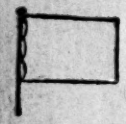
Maintopmast head.

Foretopmast head.

Mizintopmast head.

At either of the mast heads, with a red pendent over it.

Ensigns.



SIGNIFICATION.

To chase to the - N. E. }

N. B. These signals frequently
constitute a part of the general
signals.

To chase to the - S. W. }

If the strange ships are ships of the line, when answered by the
commander in chief, to be lowered and hoisted as often as
there are vessels of that kind.

Half a mile.

N. B. These signals frequently
constitute a part of the general
signals.

One mile.

That the ship you have been engaged with is on fire.

H

PLACE WHERE.

Mizen peak. —

Ensign staff. —

Maintopmast head. —

Foretopmast head. —

Mizentopmast head. —

At either of the mast heads, with a white pendent over it. —

Ensigns.

(31)

SIGNIFICATION.

To chase to - North.

N. B. These signals frequently constitute a part of the general signals.

To chase to - South.

To speak a particular ship.

Distance of ships from each other. - -

N. B. These signals frequently constitute a part of the general signals.

Two miles. - -

To break the line and endeavour to take or destroy the ship you have been engaged with.

PLACE WHERE.

Mizen peak.

Ensign staff and a gun.

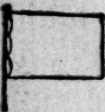
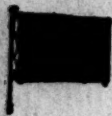
Ditto and two guns.

Main topmast head.

Foretopmast head.

Mizen topmast head.

Ensigns.



SIGNIFICATION.

If the chace is a friend.

A man falling over board.

If saved by another ship.

For ships in chace to return to the fleet, and if repeated with two guns, they are to leave off chacing, notwithstanding their being able to come up with the chace.

Distance between the intervals of the lines. -

Distance of divisions from each other. -

N. B. These signals frequently constitute a part of the general signals.

PLACE WHERE.

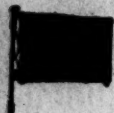
Mizen peak and a gun.



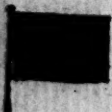
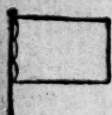
Ensign staff guns.



Maintopmast head.



Foretopmast head.



Mizentopmast head.



Ensigns.

SIGNIFICATION.

Discovering danger.

Long back and gun.

If immediate danger.

Long back and gun.

To require towing.

Long back and gun.

For permission to hoist top.

Long back and gun.

For permission to hog ship.

Long back and gun.

PLACE WHERE



Mizen peak and guns.

— ~~to be hoisted~~ —



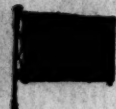
Ensign staff and guns.

— ~~to be hoisted~~ —



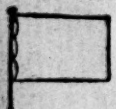
Maintopmast head.

— ~~to be hoisted~~ —



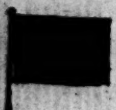
Foretopmast head.

— ~~to be hoisted~~ —



Mizentopmast head.

— ~~to be hoisted~~ —



Ensigns.

SIGNIFICATION.

Distress.

Striking, or running aground.

Ships to go between the chasing ships and the fleet, to repeat signals.

For the nearest ship from the fleet to return.

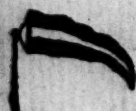
Ditto for the second.

K

PLACE WHERE.



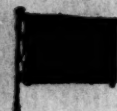
Mizen peak.



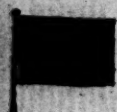
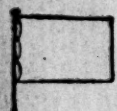
Ensign staff.



Main topmast head.



Foretopmast head and a gun.



Mizen topmast head.



Ensigns.

SIGNIFICATION.

The admiral or commander in chief cannot grant your request.

For permission to speak with the admiral.

For ships in chase to tack.

For assistance.

That the ship you are in chase of, is of superior force to you.

(40)

PLACE WHERE.

Mizen peak and a gun.

Ensign staff.

Maintopmast head.

Foretopmast head.

Mizentopmast head.

Ensigns.

SIGNIFICATION.

Springing a leak.

To want caulking.

To tow the ship that has the signal up to want towing.

For permission to over haul the rigging.

To want repairing.

L

PLACE WHERE.

Mizen peak.

Ensign staff.

Maintopmast head.

Fore or mizentopmast heads to be hoisted and lowered for every ten fathoms, and lowered and half hoisted for every single fathom.

Ensigns.

SIGNIFICATION.

For permission to read prayers, and if granted, to be kept flying during the time of divine service.

On seeing a fail to be hoisted and lowered as often as there are fails seen, accompanied with the chacing signal for the quarter of the compass the fail bears on.

On seeing land, accompanied with the chacing signal, for the quarter of the compass the land bears on.

On sounding.

h
ons

DESCRIPTION

For permission to read papers and to be kept in-
ing during the time of divine service.

On seeing a fall to be pointed and lowered as often as there are
falls here, accompanied with the chanting of the psalm
let of the company the fall being on.

On seeing land, accompanied with the chanting of the psalm for the
quarter of the company the land being on.

On landing.

NIGHT SIGNALS.

1st, **T**HE night signals are divided into five classes; the numbers in each class, are from 1 to 5, from 10 to 15, from 20 to 25, from 30 to 35, from 40 to 45 and 50, there should be half a minute interval between the different parts of the signal. Guns answer to classes, to be made first; false fires answer to tens, to be made next; and lights where best seen to units, to be made last.

E X A M P L E,

3 Guns,	—	—	3d Class.
3 False Fires,	—	—	3 Tens.
5 Lights,	—	—	5 Units.
			35

Look out for number 35 in the 3d class, and it will inform the meaning of the signal.

2d, No night signal is to be obeyed, until the commander in chief fires one platoon of musquets; sufficient time will be allowed for finding out the meaning of the signal before that happens, except it is in action, and then all the signals are to be immediately executed.

3d, The example of the night signals are to be copied and posted on a board.

4th, When the signal is made for immediate danger, the whole fleet are to shift for themselves, without waiting for any signal from the commander in chief.

M

5th, When

ships signals.

vate ship's signal for seeing a sail.

signals, by hoisting one light at the main topmast head.

until taken notice of by the commander in chief.

to port.

the numbers of the classes.

F I R S T C L A S S.

- 1 The whole fleet to strike yards and topmasts.
- 2 The whole fleet to get ditto up.
- 3 The whole fleet to strike top gallant masts, and lower yards.
- 4 The whole fleet to get ditto up.
- 5 The whole fleet to shift for themselves.
- 10 The whole fleet to form the line ahead; the ships distant from each other, half a cable.
- 11 The whole fleet to form the line abreast; the ships distant from each other, half a cable.
- 12 The whole fleet to form in the order of sailing, (vide 2d article of the general signal book by day).
- 13 The whole fleet to anchor with springs on their cables.
- 14 The whole fleet to anchor.
- 15 The whole fleet to veer away cable.
- 20 The whole fleet to moor.
- 21 The whole fleet to unmoor and heave in to one third of a cable.
- 22 The whole fleet to weigh.
- 23 Ships ahead of the commander in chief to make sail.
- 24 Ditto to shorten sail.
- 25 Ships astern of the commander in chief to make sail.
- 30 Ditto to shorten sail.
- 31 The whole fleet to make sail.
- 32 The whole fleet to shorten sail.
- 33 The ships ahead of the commander in chief to lay too, with their maintopsails to the mast.
- 34 The ships astern of the commander in chief to lay too, with their main topsails to the mast.
- 35 The whole fleet to lay too, with their main topsails to the mast.
- 40 The whole fleet to fill and stand on.
- 41 The ships ahead of the commander in chief to fill and stand on.
- 42 The ships astern of the commander in chief to fill and stand on.
- 43 The whole fleet to take one reef in the topsails.
- 44 The whole fleet to take two reefs in the topsails.
- 45 The whole fleet to close reef the topsails.
- 50 The whole fleet to take in the fore topsail.

S E C O N D C L A S S.

- 1 The whole fleet to take in the main topsail.
- 2 The whole fleet to lay a troy or hull.
- 3 The whole fleet to break the line.
- 4 The whole fleet to close the line.
- 5 The whole fleet to alter course together.
- 10 The

- 10 The whole fleet to alter course, but the ships in succession.
- 11 The van, center and rear, to alter course together, but the ships of each division in succession.
- 12 The whole fleet to go before the wind together.
- 13 The whole fleet to go before the wind; but the ships in succession.
- 14 The van, center and rear, to go before the wind together; but the ships of each division, in succession.
- 15 The whole fleet to go before the wind on the quarter together.
- 20 The whole fleet to go with the wind on the quarter; but the ships in succession.
- 21 The van, center and rear, to go with the wind on the quarter together; but the ships of each division in succession.
- 22 The whole fleet to go with the wind on the starboard beam, together.
- 23 Ditto on the larboard beam, together.
- 24 The whole fleet to go with the wind on the starboard beam; but the ships in succession.
- 25 Ditto on the larboard beam ditto.
- 30 The van, center and rear, to go with the wind on the starboard beam, together; but the ships of each division in succession.
- 31 Ditto on the larboard beam, do.
- 32 The whole fleet to haul the wind together.
- 33 The whole fleet to haul the wind, but the ships in succession.
- 34 The van, center and rear, to haul the wind together; but the ships of each division in succession.
- 35 The whole fleet to tack together.
- 40 The whole fleet to tack, but the ships in succession.
- 41 The van, center and rear to tack together; but the ships of each division in succession.
- 42 The whole fleet to veer together, and sail on the other tack.
- 43 The whole fleet to veer; but the ships in succession, and sail on the other tack.
- 44 The van, center and rear, to veer together; but the ships of each division in succession, and sail on the other tack.
- 45 The sternmost ships not engaged, to double on the enemy.
- 50 The headmost ships not engaged, to double on the enemy.

T H I R D C L A S S.

- 1 To prepare for action.
- 2 The van to double on the enemy.
- 3 The rear ditto.
- 4 The headmost of the line to engage the headmost of the enemy; and the whole fleet to engage as they come up.
- 5 The headmost of the line to engage

- engage the sternmost of the enemy, and the whole fleet to engage as they come up.
- 10 The whole fleet to engage.
 - 11 The whole fleet to close engage.
 - 12 The whole fleet to engage as they can most conveniently.
 - 13 The whole fleet to break through the enemy's line in succession.
 - 14 The headmost ship in the line to discontinue the action, and go to the assistance of the center of the fleet.
 - 15 Ditto of the rear of the fleet.
 - 20 The two headmost ships in the line to discontinue the action, and go to the assistance of the center of the fleet.
 - 21 Ditto of the rear of the fleet.
 - 22 The sternmost ship in the line to discontinue the action, and go to the assistance of the center of the fleet.
 - 23 Ditto of the van of the fleet.
 - 24 The two sternmost ships in the line to discontinue the action, and go to the assistance of the center of the fleet.
 - 25 Ditto of the van of the fleet.
 - 30 Corps de reserve to go to the assistance of the van.
 - 31 Ditto of the center.
 - 32 Ditto of the rear.
 - 33 One of the corps de reserve that is nearest, to take the station of a disabled ship in the line, or where there may be a vacancy, to fill it up.
 - 34 The van in distress.
 - 35 Center ditto.
 - 40 Rear ditto.
 - 41 Fire ships to prime.
 - 42 Ships appointed to cover the fire ships, to proceed with them.
 - 43 Fire ships (that are appointed) to bear down, or work up and board.
 - 44 Frigates that are nearest, to tow disabled ships out of the line.
 - 45 Frigates that are nearest, to take possession of the enemy's ships that have surrendered.
 - 50 The whole fleet to discontinue the action, and make sail.

F O U R T H C L A S S .

- 1 Ships not engaged to attack the enemy's frigates, &c.
- 2 Frigates to attack the enemy's convoy.
- 3 Marines to land.
- 4 The whole fleet to chase.
- 5 The whole fleet to leave off chasing.
- 10 Frigates of the fleet to chase.
- 11 Ditto to leave off chasing, and return to the fleet.
- 12 To detain all strange ships.
- 13 Corps de reserve, frigates, &c. to keep on the starboard side of the fleet.
- 14 Ditto

- | | |
|--|--|
| 14 Ditto on the larboard. | 33 A rowing boat manned and armed from every ship in the fleet, to repair on board the commander in chief. |
| 15 Ditto a head of the fleet. | 34 Rowing boats manned and armed, to chace and attack, &c. |
| 20 Ditto astern of the fleet. | 35 Ditto to return to the fleet (this signal to be given to the boats). |
| 21 The whole fleet to cut or slip their cables. | 40 All boats to repair on board a ship that is in distress, or that requires assistance. |
| 22 Frigates ditto, and to chace. | 41 All boats with anchors and cable or hawsers, to repair on board a ship that is a-ground. |
| 23 All flat boats of the fleet manned and armed, to repair on board the commander in chief. | 42 All commanders in chief of divisions. |
| 24 A flat boat manned and armed from every ship in the fleet, to repair on board the commander in chief. | 43 All flag officers of the fleet. |
| 25 Boats to take two day's provisions. | 44 All captains of the fleet. |
| 30 Ditto a week's. | 45 Van ditto. |
| 31 Ditto a fortnight's. | 50 Center ditto. |
| 32 All rowing boats of the fleet manned and armed, to repair and board the commander in chief. | |

F I F T H C L A S S.

- | | | |
|---|----|---|
| 1 Rear ditto. | 23 | tion, to get into the wake of the van. |
| 2 All lieutenants of the fleet. | 24 | |
| 3 Van ditto. | 25 | 22 The ships of the rear in succession, to get into the wake of the center. |
| 4 Center ditto. | 30 | |
| 5 Rear ditto. | 31 | |
| 10 All masters of the fleet. | 32 | |
| 11 All pilots of the fleet. | 33 | |
| 12 All petty officers of the fleet. | 34 | |
| 13 Van ditto. | | |
| 14 Center ditto. | | |
| 15 Rear ditto. | | |
| 20 All agents of transports. | | |
| 21 The ships of the center in succession, to get into the wake of the | | |

THE LIVES OF THE LATE
JAMES O'NEILL
BY JAMES O'NEILL

- 1 One light at the stern of the ship.
- 2 Two lights at the bow of the ship.
- 3 One light at the mainmast of the ship.
- 4 Two lights at the mainmast of the ship.
- 5 One light at the mainmast of the ship.
- 6 Two lights at the mainmast of the ship.
- 7 A light at the bow of the ship.
- 8 Two lights at the mainmast of the ship.
- 9 Three lights in a triangle at the mainmast of the ship.
- 10 One light at the bow of the ship.
- 11 A light at the bow of the ship.
- 12 Two lights at the bow of the ship.
- 13 Three lights at the bow of the ship.
- 14 Two lights at the bow of the ship.
- 15 A light at the bow of the ship.
- 16 A light at the bow of the ship.
- 17 Two lights at the bow of the ship.
- 18 One light at the bow of the ship.

PRIVATE SHIPS SIGNAL.

P L A C E W H E R E.

- 1 One light at the ensign staff. ——— ———
- 2 Two ditto. ——— ———
- 3 One light at the Mizzen peek. ———
- 4 Two ditto. ———
- 5 One light at the mizen topmast head. ———
- 6 Two lights at the main topmast head, and a gun. ———
- 7 A light at the fore, and another at the mizen topmast head.
- 8 Two lights at the mizen topmast head, and a gun. ———
- 9 Three lights in a triangle at the mizen peek, and a light at the
ensign staff, and guns. ———
- 10 Three lights in a triangle at the ensign staff and a gun.
- 11 A continued firing of guns. — —
- 12 Two lights of equal height in the fore main or mizen topmast
shrouds. — —
- 13 Three lights at the mizen peek. — —
- 14 Two guns quick, and half a minute after two guns quick.
- 15 A light at the main topmast head, and another at the mizen peek.
- 16 A light at each mast head and guns. — —
- 17 Two lights at each mast head and guns. —
- 18 One light at the fore topmast head; and when answered by the
commander in chief, another light to be hoisted up and lowered, for
every ten fathoms and lowered, and half hoisted for every single fathom.

PRIVATE SHIPS SIGNAL.

S I G N I F I C A T I O N.

- | | | | |
|---|-------------------------|-------|--------|
| 1 | On seeing a sail in the | _____ | North. |
| 2 | Ditto, | _____ | East. |
| 3 | Ditto, | _____ | South. |
| 4 | Ditto, | _____ | West. |
- 5 If a friend.
6 If an enemy.
7 If ships of war.
8 On seeing land.
- 9 For being aground.
10 For assistance.
11 Distress.
- 12 For being disabled, and unable to continue the action any longer.
13 That the ship you have been engaged with has surrendered.
14 Immediate danger.
15 That the ship you are in chase of, is of superior force to you.
16 On seeing an enemy's fleet.
17 That the enemy's fleet are in motion.
- 18 Sounding.

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PRIVATE BATTLE SCHEDULE

SECTION I

1. The first object of the battle is to destroy the enemy's fleet.
2. The second object is to capture the enemy's ships.
3. The third object is to destroy the enemy's shore establishments.
4. The fourth object is to capture the enemy's bases.
5. The fifth object is to destroy the enemy's communication lines.
6. The sixth object is to capture the enemy's supplies.
7. The seventh object is to destroy the enemy's reinforcements.
8. The eighth object is to capture the enemy's command and control centers.
9. The ninth object is to destroy the enemy's morale.
10. The tenth object is to capture the enemy's flag.
11. The eleventh object is to destroy the enemy's fleet.
12. The twelfth object is to capture the enemy's ships.
13. The thirteenth object is to destroy the enemy's shore establishments.
14. The fourteenth object is to capture the enemy's bases.
15. The fifteenth object is to destroy the enemy's communication lines.
16. The sixteenth object is to capture the enemy's supplies.
17. The seventeenth object is to destroy the enemy's reinforcements.
18. The eighteenth object is to capture the enemy's command and control centers.
19. The nineteenth object is to destroy the enemy's morale.
20. The twentieth object is to capture the enemy's flag.

FOG SIGNALS.

1st, **T**HE fog signals are divided into four classes, the numbers in each class are from 1 to 5, from 10 to 15, from 20 to 25, from 30 to 35, from 40 to 45 and 50.

2d, A preparative gun should be first fired, to allow time to get ready the glasses and slate, and two minutes after it is fired, the signal is to be made.

3d, There should be two minutes interval between the signal for the class, and the signal for the tens, and a minute interval between the signal for the tens, and the signal for the units—but if the signal for the class, and the signal for the units, should only be made, there must be three minutes interval between them.—Minute guns answer to classes to be made first, guns quick to tens to be made next, and half minute guns to be made last.

E X A M P L E.

A preparative gun, and two minutes after

Two minute guns — — 2d class

2 minutes
interval.

4 guns quick — — 4 tens.

1 minute
interval.

5 half minute guns — — 5 units

45

Look

Look out for number 45 in the 2d class, and it will inform the meaning of the signal.

4th, When the commander in chief makes any signal, it is not to be obeyed till three minutes after, to allow sufficient time for finding out the meaning of the signal.

5th, To prevent the fleet from separating, every flag ship is to fire one gun every half hour, and every 15 minutes the whole fleet to ring the bell and beat the drum.

6th, When the signal for immediate danger is made, the whole fleet are to shift for themselves, without waiting for any signal from the commander in chief.

7th, The examples of the fog signals are to be copied and pasted on a board.

8th, Every ship should be provided with a slate and pencil, good half minute and minute glasses.

9th, These signals may be made private by transposing the numbers of the classes.

E X A M P L E

A preparative gun, and two minutes after		Two minute guns	
—	—	—	—
4 guns quick		2 half minute guns	
—	—	—	—

F I R S T C L A S S.

- | | |
|--|--|
| 1 The whole fleet to strike yards and topmasts. | 31 The whole fleet to take one reef in the topsails. |
| 2 The whole fleet to strike top gallant masts, and lower yards. | 32 The whole fleet to take two reefs in the topsails. |
| 3 The whole fleet to get up ditto. | 33 The whole fleet to close reef the topsails. |
| 4 The whole fleet to get up yards and topmasts. | 34 The whole fleet to take in the fore topsails. |
| 5 The whole fleet to shift for themselves. | 35 The whole fleet to take in the main topsail. |
| 10 The whole fleet to anchor. | 40 The whole fleet to lay a trey or hull. |
| 11 The whole fleet to veer away to half a cable. | 41 The whole fleet to tack together. |
| 12 Ditto to a whole cable | 42 Ditto to veer and fail on the other tack. |
| 13 The whole fleet to moor. | 43 The whole fleet to tack; but the ships in succession. |
| 14 The whole fleet to unmoor, and heave in to half a cable. | 44 Ditto to veer and fail on the other tack. |
| 15 Ditto to heave short. | 45 The van, center and rear, to tack together; but the ships of each division in succession. |
| 20 The whole fleet to weigh. | 50 Ditto to veer and fail on the other tack. |
| 21 Van ditto. | |
| 22 Center ditto. | |
| 23 Rear ditto. | |
| 24 The whole fleet to make sail. | |
| 25 The whole fleet to shorten sail. | |
| 30 The whole fleet to lay too, with their main topsails to the mast. | |

S E C O N D C L A S S.

- | | |
|---|---|
| 1 The whole fleet to engage as they can most conveniently. | 10 Ditto to return. |
| 2 Frigates of the fleet to chace. | 11 Boats with anchors and cables of ships that are nearest to a ship that is aground, to repair on board her. |
| 3 Ditto to leave off chasing, and return to the fleet. | 12 Ships that are nearest to a ship in distress, to assist her. |
| 4 To detain all strange ships. | 13 The whole fleet to pay away large one point from the wind. |
| 5 Rowing boats of the fleet manned and armed, to attack fire ships, &c. | |

14 Ditto

- 14 Ditto two points.
- 15 Ditto three points.
- 20 Ditto four points.
- 21 Ditto five points.
- 22 Ditto six points.
- 23 Ditto seven points.
- 24 Ditto eight points.
- 25 Ditto nine points.
- 30 Ditto ten points.
- 31 The whole fleet to haul up one point to starboard.
- 32 Ditto two points.

- 33 Ditto three points.
- 34 Ditto four points.
- 35 Ditto five points.
- 40 Ditto six points.
- 41 Ditto seven points.
- 42 Ditto eight points.
- 43 Ditto nine points.
- 44 Ditto ten points.
- 45 The whole fleet to haul up one point to port.
- 50 Ditto two points.

T H I R D C L A S S.

- 1 Ditto three points.
- 2 Ditto four points.
- 3 Ditto five points.
- 4 Ditto six points.
- 5 Ditto seven points.
- 10 Ditto eight points.
- 11 Ditto nine points.
- 12 Ditto ten points.
- 13 North.—Private ships signals.
- 14 North East.
- 15 East.
- 20 South East.
- 21 South.
- 22 South West.
- 23 West.
- 24 North West.

- 25 On seeing land.
- 30 On seeing a sail.
- 31 If a friend.
- 32 If an enemy.
- 33 If ships of War.
- 34 For being aground, and then to make the signal of distress, till relieved.

PARTICULAR FOG SIGNALS.

Distress: a continued firing of Guns.
 Immediate danger: two guns quick, and half a minute after, two guns quick.

F I N I S